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**To:** Kaku, Melvin N; Hamayasu, Toru; Oliveira, Joyce A. M.  
**CC:** Sokugawa, Kathy K.; Tanoue, David K.  
**Sent:** 12/20/2006 2:50:26 PM  
**Subject:** FW: Transit as it Relates to Kalaeloa

# Redacted

**From:** Daniel Dinell [mailto:dan@hcdaweb.org]  
**Sent:** Wednesday, December 20, 2006 2:46 PM  
**To:** Amanda Chang; Evelyn Souza; Georgina Kawamura; 'Grady Chun'; Eng, Henry; Jonathan Lai; Kay Mukaigawa; Maeda Timson; Micah Kane; Mike Goshi; Paul Kimura; Rodney Haraga; Russ Saito; scott.bradley@cbpacific.com; Theodore Liu; William Aila Jr.; Barry Fukunaga; Sokugawa, Kathy K.; Linda Chinn; Mark Anderson  
**Subject:** Transit as it Relates to Kalaeloa

Members:

As you are aware, the route chosen last week by the Council Committee on Transportation bypasses Kalaeloa. We have not been sitting idle. Today, a letter from HCDA to all 9 Council Members (with copies to City Administration officials) was hand delivered reminding them that the City is due to receive 485 acres of land in Kalaeloa as a no-cost public benefit conveyance for recreational purposes. We point out that over 200 acres are within a half-mile of the proposed Saratoga/ North-South alignment and further, should the City be interested, it could work with HCDA in exploring conveyance options to maximize the value/use of this pending land acquisition for the community and benefit all of Oahu.

The Alternative Analysis summed up the alternatives as follows: "The Saratoga Avenue/North-South Road alignment would be of greatest benefit to transit riders, allowing walking access to the greatest number of transit riders in 2030. Also, by providing a park-and-ride and bus transfer station in Kalaeloa, it would provide better connections to 'Ewa Beach than either the Kapolei Parkway/North-South Road or Kamokila Boulevard/Farrington Highway alignment. The Kamokila Boulevard/Farrington Highway alignment would provide the fewest benefits to transit riders." The Committee chose the Kamokila alignment, a surprise move, which has sparked an outcry from many quarters.

A coalition of community groups and organizations are planning to make a big push on Friday. Additionally, an Op-Ed piece is being prepared. We will also be present to testify on Friday. Pasted below, for your information, is a Honolulu Advertiser editorial in support of the route through Kalaeloa.

Please let me know if you have any questions.

Dan

Posted on: Wednesday, December 20, 2006

## Shelve transit politics — keep 'Ewa route

Few decisions will have as great an impact on O'ahu — on our residents, our businesses and our quality of life — than the City Council's vote Friday on transit and its alignment.

That makes it imperative that the council put politics aside and make a sound decision based on what's best for the community as a whole and what makes the best and prudent use of precious taxpayer funds. Anything short of that is irresponsible.

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Thus far, the signs are not encouraging. City Councilwoman Ann Kobayashi and others on the panel have injected their own suggestions for new routes. Kobayashi's suggestion, which took the form of a last-minute amendment, would reroute the transit line away from the 'Ewa plain.

Time for a reality check.

Kobayashi and the council would do well to pay attention to the \$10 million transit study, which examined routes, ridership and other feasibility markers before determining the best option for O'ahu's residents.

Transit experts picked the "Green" route — the 'Ewa route eliminated by the council — as the one that best addresses current traffic issues and the future growth patterns of the island. It's ideal for transit-oriented development and for long-term ridership growth.

Logic aside, Kobayashi pulled the Green route, which goes from Kapolei to Saratoga Avenue, then to North-South Road to Farrington Highway.

Instead, she inserted a route that bypasses 'Ewa. Kobayashi said her route is more direct, and that an additional spur to 'Ewa can be built later.

Changing the route at this point — with no study — makes no sense. And by not including 'Ewa — one of the studied routes — the council risks losing federal funding.

Any transit route should include key points — and the stretch from Kapolei to the 'Ewa area is key. It must also hit the airport and connect in some fashion to Waikiki and UH-Manoa. As the city noted, an approach that uses shuttles along with the bus and ferry systems is also crucial.

Councilman Todd Apo has offered an amendment that gives the council more time to study both routes and allows the city administration to make the ultimate choice.

What's really needed is an amendment that puts us back on track with the preferred route identified as the best choice. That's the Green line.

The council must resist the temptation to put its stamp on this project at every step. The stakes are far too high to let politics and ego get in the way.